

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF THE CLAIMS:**

1-6. (Canceled).

7. (Currently Amended) An adaptive cruise control system for a host motor vehicle, comprising:

a sensor system for acquiring data of a present time point regarding a target object and data regarding the host vehicle;

an actuator system for controlling the longitudinal movement of the host vehicle;

a controller for intervening in the operation of the actuator system within at least one predetermined intervention range in order to maintain a predetermined controlled target distance of the present time point to the target object; and

an output device for issuing a take-over request to a driver of the host vehicle if the predetermined controlled target distance of the present time point cannot be maintained; and

a prediction system for predicting a conflict situation in which the predetermined controlled target distance cannot be maintained, the prediction system including:

an adaptation module configured to calculate a future prediction time point based on the data of the present time point acquired by the sensor system; and

a vehicular dynamics model of the target object and the host vehicle for calculating, while still at the present time point, predicted values for variables of vehicular dynamics of the host vehicle and the target object for the future prediction time point,

wherein the prediction system initiates the take-over request to be issued by the output device before the conflict situation occurs.

8. (Canceled).

9. (Currently Amended) The adaptive cruise control system as recited in claim [[8]] 7, wherein the prediction system calculates from the predicted values an anticipated setpoint

distance and an anticipated actual distance between the target object and the host vehicle at the future prediction time point, and wherein the prediction system initiates the take-over request to be issued by the output device if the relationship between the anticipated setpoint distance and the anticipated actual distance satisfies a predefined initiation criterion.

10. (Previously Presented) The adaptive cruise control system as recited in claim 9, wherein the initiation criterion is a threshold value for the quotient of the anticipated actual distance and the anticipated setpoint distance.

11. (Currently Amended) The adaptive cruise control system as recited in claim [[8]] 7, wherein the ~~prediction system further includes an~~ adaptation module is configured to dynamically vary the future prediction time point, dependent on data provided by the sensor system.

12. (Currently Amended) The adaptive cruise control system as recited in claim 9, wherein the ~~prediction system further includes an~~ adaptation module is configured to dynamically vary the future prediction time point, dependent on data provided by the sensor system.

13. (Currently Amended) The adaptive cruise control system as recited in claim 10, wherein the ~~prediction system further includes an~~ adaptation module is configured to at least dynamically vary the future prediction time point, dependent on data provided by the sensor system.

14. (Currently Amended) The adaptive cruise control system as recited in claim [[8]] 7, wherein the ~~prediction system further includes an~~ adaptation module is configured to dynamically vary the initiation criterion for the take-over request, dependent on data provided by the sensor system.

15. (Currently Amended) The adaptive cruise control system as recited in claim 9, wherein the ~~prediction system further includes an~~ adaptation module is configured to dynamically vary the initiation criterion for the take-over request, dependent on data provided by the sensor system.

16. (Currently Amended) The adaptive cruise control system as recited in claim 10, wherein the ~~prediction system further includes an~~ adaptation module is configured to dynamically vary the initiation criterion for the take-over request, dependent on data provided by the sensor system.

17. (Previously Presented) The adaptive cruise control system as recited in claim 13, wherein the adaptation module is further configured to dynamically vary the initiation criterion for the take-over request, dependent on data provided by the sensor system.

18. (New) The adaptive cruise control system as recited in claim 7, wherein the prediction system calculates from the predicted values an anticipated setpoint distance and an anticipated actual distance between the target object and the host vehicle at the future prediction time point, wherein the prediction system initiates the take-over request to be issued by the output device if the relationship between the anticipated setpoint distance and the anticipated actual distance satisfies a predefined initiation criterion, wherein the initiation criterion is a threshold value for the quotient of the anticipated actual distance and the anticipated setpoint distance, and wherein the adaptation module is configured to dynamically vary the future prediction time point, dependent on data provided by the sensor system.

19. (New) The adaptive cruise control system as recited in claim 18, wherein the adaptation module is configured to at least dynamically vary the future prediction time point, dependent on data provided by the sensor system.

20. (New) The adaptive cruise control system as recited in claim 18, wherein the adaptation module is configured to dynamically vary the initiation criterion for the take-over request, dependent on data provided by the sensor system.